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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of)
Burt BARNETT) Examiner In Parent Case:
Serial No.: Unknown) Melody M. Burch
Filed: Herewith) Group Art Unit: 3613
For: Cargo Trailer Anti-Terrorist And Anti-Theft)
System)

**PETITION TO MAKE SPECIAL TO
ADVANCE EXAMINATION 37 C.F.R.
§1.102(d); M.P.E.P. §708.02 (XI.
INVENTIONS FOR COUNTERING
TERRORISM); SUBMISSION OF FEE
REQUIRED BY 37 C.F.R. §1.17(h)**
Commissioner for Patents
Washington D.C. 20231

Certificate of Mailing

I hereby certify that this correspondence is being deposited with the United States Postal Service on January 30, 2002 under 37 C.F.R. 1.10, as "Express Mail," Label Number EV 017893585 US, addressed to BOX NEW APPLICATION Commissioner for Patents, Washington D.C. 20231.

Susan M. Langworthy
Susan M. Langworthy
January 30, 2002
Date

Dear Sir:

Applicant, acting through the undersigned attorney hereby petitions to make the above identified application (filed concurrently herewith) special and advance it for examination on the basis that the invention is specifically directed to COUNTERING TERRORISM, precisely in the sense explained and described in M.P.E.P. § 708.02 (XI.).

As is well known and is demonstrated by the attached clippings (collectively as **Exhibit 1**) from nationally known and respected newspapers, the theft and/or use of trucks and trucks trailers as means for delivering bombs or other hazardous materials by

terrorists is real, and technological and other means for countering such potentially devastating acts are seriously considered by law enforcement authorities.

The present invention is directed specifically for preventing the use of vehicles and trailers by terrorists or thieves.

Specifically, the present application describes means by which law enforcement authorities can stop a moving truck or truck trailer combination without the need for engaging in any type of physical contact with the moving truck. This is made possible by an electronic/electro-mechanical device that is built into the dual chamber brake system of the trailer or truck, and a portable transmitter equipped with a secret code known only by law enforcement authorities. Law enforcement can stop the moving vehicle by transmitting the secret code which results in immediate and full application of the brakes of the trailer or truck, and such stopping cannot be countered by the driver of the vehicle.

In addition to enabling law enforcement to stop the moving vehicle or trailer, the present invention also provides means for fully applying the brakes of a parked trailer or truck by transmittal of another secret coded signal which is made available only to authorized persons. The brakes can be disengaged only by the transmittal of another secret coded signal known only by authorized persons. This prevents theft or unauthorized use of the trailer or vehicle by ordinary thieves as well as by potential terrorists.

In light of the foregoing, applicant respectfully requests that the petition to make the present application special be granted and the application be forwarded for prompt and advanced examination. The fee required by 37 C.F.R. Section 1.17(h) in the amount

of \$130 is enclosed. Please charge Deposit Account No. 11-1159 for any discrepancies.
A copy of this page is enclosed for that purpose.

Respectfully submitted,

Date: January 30, 2002

Gabor L. Szekeres
Gabor L. Szekeres, Registration No. 28,675

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Region|State

Trucks halted in their tracks

The Associated Press

OAKLAND

The latest piece of equipment in the state's anti-terrorism campaign was unveiled Tuesday - a device designed to stop hijacked trucks.

The device, a metal bar that attaches to a truck's bumper, has blades that cut hoses that are part of the air-brake system, causing the brakes to deploy. The hoses, which take about five minutes to replace, must be replaced before the truck can move again.

The bar was designed by Bill Wattenburg, a scientist at Lawrence Livermore Laboratory.

At the demonstration at the Oakland Coliseum, a California Highway Patrol car chased an old tanker truck around the parking lot at under 20 mph. The car bumped the truck, and it stopped in seconds, in a straight line.

A second demonstration at

INVENTOR BILL WATTENBURG explains how his device activates a truck's brakes after it is tapped by a police car's bumper. Photo: Julie Jacobson / The Associated Press



about 30 mph showed similar results, with the truck taking slightly longer to stop. The device is designed to stop tractor-trailers quickly and without causing them to career out of control.

CHP Commissioner Spike Helwick expects the devices

to be installed first on hazard-ous-materials trucks. Wattenburg said the \$200-to-\$250 devices probably need several more months of testing.

Gov. Gray Davis could issue an order to get the devices on trucks in the state, but he is expected to first solicit com-

ment from the trucking industry.



November 18, 2001

Urgent Efforts to Prevent Thefts of Trucks for Use as Bombs

By EVELYN NIEVES with ANDREW C. REVKIN

SAN FRANCISCO, Nov. 17 — Well before Sept. 11, and with great urgency since then, law enforcement and transportation officials have been working to prevent one type of terrorist attack — the theft of a large truck that could be turned into a rolling bomb.

Around the country, acting at the behest of the Transportation Department, inspectors have been examining all trucks with hazardous materials placards, running background checks on drivers of tanker trucks, and stopping trucks for random inspections.

This effort is particularly intense in California, where tens of thousands of trucks rumble along highways and roads on any day.

To reduce at least one kind of truck threat, the California Highway Patrol is considering a new device that is designed to allow pursuing police officers to stop a fleeing tractor trailer or tanker truck in its tracks — with a bumper-to-bumper tap from behind.

The system, which is being tested for the highway patrol by scientists at Lawrence Livermore National Laboratory, activates the truck's air brakes when a horizontal metal bar running across the rear end of the vehicle is nudged by a pursuing vehicle.

Its developers say the device could also be configured to be triggered remotely with a radio or telephone signal.

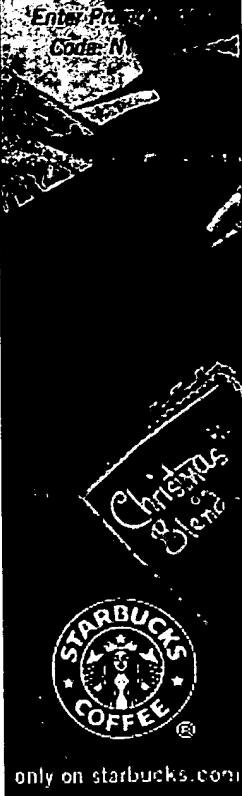
Dwight Helmick, the California Highway Patrol commissioner, said he was "very encouraged" by what he had seen in trials.

"You've got to consider the hijacked tanker truck on the top of the list of concerns," said Mr. Helmick, whose department is spending \$350,000 a day monitoring truck security. "We're trying every avenue to make sure that scenario does not occur."

Other security systems for preventing truck hijackings are being rushed through development by various companies, including systems that could track vehicles by satellite and turn off an engine by a remote signal if a truck

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was seen to be deviating from its route.

Increasingly, hazardous loads of chemicals are being tracked with Global Positioning System devices that send a signal via satellite to the fleet owner or private security companies.

The main use for the equipment being considered in California would be to prevent tanker trucks or big rigs loaded with explosives and intentionally crashed on bridges or into buildings.

California became aware of the need to prevent such attacks months before the Sept. 11 attacks in New York and Washington. In January, a driver plowed his tractor trailer at high speed into the state Capitol in Sacramento, just as the state assembly was adjourning. The truck exploded in flames, killing the driver and damaging the building's facade.

The bumper device, which has been demonstrated to law enforcement officials and trucking industry representatives in California, is to be shown this week in a demonstration, the details of which have been kept under wraps.

Both law enforcement and trucking industry officials said they expected the system to spark enthusiasm, although several issues remain to be ironed out, including which trucks would have the device installed.

"Are we going to mandate that every truck in California install this?" one law enforcement official asked.

David Longo, a spokesman for the federal Motor Carrier Safety Administration, which regulates truck safety and the licensing of drivers, said he had not heard of the device being considered in California. And even if it were required to be installed on trucks licensed in the state, California could not require it on the thousands of trucks crossing state lines.

Mr. Longo said that any such system could only be adopted as a new federal safety standard after extensive analysis, and undoubtedly extensive debate in Washington.

Proponents of the equipment acknowledged that the brake-triggering system would only prevent truck attacks involving a large truck that was known to have strayed from its route.

The device in its basic form also requires that a patrol car get close enough to a runaway truck to bump it. The possibility exists that the hijacker could decide to detonate his bomb as the patrol car makes its move, one law enforcement official said.

"The bottom line," said the official, "is right now we don't have any way of stopping a tanker, so you weigh the risks and the benefits of this and it comes out ahead."

Some federal transportation officials, who had not yet seen the device demonstrated, expressed skepticism. "At best, it would only do partial good," one official said.

But with the heightened terrorist threat, anything that could reduce risks, even slightly, is taking on significance, many other transportation and law enforcement officials said.

The potential for destruction from a big truck has been amply illustrated in accidental crashes involving gasoline tankers, said Ron Andenmatten, the president of Cargo Tank Concepts, a company in Brooklyn that manufactures safety equipment for gasoline tank trucks.

"What brought down the World Trade Center was not the impact, it was the heat of the fuel that eventually compromised the integrity of the steel," he said. "The same thing could happen to a bridge or what have you. Many tanker trucks hold up to 11,000 or 14,000 gallons of fuel," he added. That is as much fuel as was carried by the Boeing 757 that slammed into the Pentagon.

The bumper device was invented by Bill Wattenburg, a consultant to the Lawrence Livermore National Laboratory who said the California Highway Patrol asked him "to solve a problem."

Dr. Wattenburg estimated that the device would cost no more than \$200, installed.

Truck bombs are nothing new to terrorists. In the 1993 attack on the World Trade Center, Muslim extremists placed a rented van loaded with explosives in an underground parking garage and detonated a bomb that killed six people and injured more than 1,000. Two years later, Timothy McVeigh used a truck packed with crudely made explosives to kill 168 people in Oklahoma City.

And in 1998, Al Qaeda terrorists used truck bombs to kill 224 people in attacks on United States embassies in Kenya and Tanzania.



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NEWS HEADLINES



Governor shows off new device purported to stop hijacked trucks

By COLLEEN VALLES
Associated Press Writer

OAKLAND, Calif. (AP) -- As part of the anti-terrorism campaign, Gov. Gray Davis attended a demonstration Tuesday of a new device designed to stop hijacked trucks.

The device, a metal bar that attaches to a truck's bumper, has blades that cut hoses that are part of the air brake system, causing the brakes to deploy. The hoses, which take about five minutes to replace, must be replaced before the truck can move again.

The device was designed by Bill Wattenburg, a scientist at Lawrence Livermore Laboratory.

At the demonstration at the Oakland Coliseum, a California Highway Patrol car chased an old, beat-up tanker truck around the parking lot at under 20 mph. The car bumped the truck, and it stopped in seconds, in a straight line.

A second demonstration at about 30 mph showed similar results, with the truck taking slightly longer to stop.

The device is designed to stop tractor-trailers quickly and without causing them to careen out of control.

"It's the simplest thing you can think of," Wattenburg said. "As soon as the police car hits the truck, they can't do anything. The truck stops as if there's a big anchor on it, and it stops stable, going forward."

The devices will take 600 pounds to 800 pounds of force to be activated, and a more sophisticated design will need to be bumped twice to be activated.

An accident also could cause the device to stop a truck.

"If a truck's rear-ended, most of the cops will tell you we'd like them to stop anyway and see what's going on," Wattenburg said.

CHP Commissioner Spike Helmick said officers would be trained in using the metal bar, so they would be less likely to hurt themselves or others.

"I'm less worried about that than about having to chase a truck up and down the state," he said.

Helmick estimated that about 20,000 trucks carrying hazardous materials are on California roads at any given time. The trucks can weigh about 80,000 pounds. He said he expected the devices to be installed on hazardous materials trucks first, focusing primarily on those carrying petroleum products.

Davis said the devices could also help stop runaway trucks, such as those whose brakes go out on Sierra Nevada grades. Davis said he had not yet ruled out subsidies to companies to put the devices on

trucks, but emphasized their cheap price.

"The simplest form only costs about \$200 and the more sophisticated form costs about \$250," he said. "This is a relatively inexpensive device."

Davis said the state would also make the device available to the federal government if it is interested.

Wattenburg said he thinks the devices probably need several more months of testing at high speeds before being approved.

Davis could issue an executive order to get the devices on trucks in the state, said Maria Contreras-Sweet, secretary of the state Business, Transportation and Housing Agency. The state would solicit comment from industry representatives, she said.

It's still too early to say how the device would affect the trucking industry because it's in the preliminary stages, but the industry would benefit from a national standard, said Warren Hoemann, vice president of the California Trucking Association.

"They have to address some of the industry concerns," he said. "We certainly don't want our drivers and our equipment exposed to terrorist activities."

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